

TWO ARE KILLED AND FIFTEEN ARE INJURED BY WRECK OF TRAIN

BOULDERS FALLING UPON TRACK DERAILED PENNSYLVANIA RAILROAD TRAIN IN CUT NEAR HARRISBURG, PA.—SOLDIERS IN SMOKE CAR COME TO RESCUE.

Harrisburg, Pa., March 15.—The Cincinnati, Indianapolis and Chicago express on the Pennsylvania railroad due in Harrisburg at 1:25 a. m., from Philadelphia was struck by boulders while passing through the cut near Elizabethtown, 17 miles east of here, at 1 o'clock this morning, the rocks wrecking two sleeping cars and causing the death of at least two women. Fifteen other persons were injured.

The relief train brought 12 of the injured to the Harrisburg hospital. They are:

Albert Sheffling, Jersey City, cut on face and head; William Kilpatrick, New York, a professor at Columbia university, cut on leg and body; Charles DeForest, New York, cut about head and face; Leonard Eisenberger, New York, lacerated scalp and face; Abraham Storaan, Montreal, cut about face; Alice Manning, New York, cut on left arm and body; Walter Croft, Bradock, Pa., cut on head; H. H. Steinmetz, Dover, N. J., fractured clavicle and abrasions; Lewis Herchberg, Ford City, Pa., slight cuts; Hugh Soles, Turtle Creek, Pa., slight cuts; Israel Leberberger, Youngstown, O., slight cuts about face; Thomas Shone, New York, cuts on both arms; Charles Palmer, Morganstown, W. Va., cuts on both legs; E. W. Stord, Dunsmuir, Pa.; Leon Cohen, St. Louis, and George K. Wright, East Liberty, Pa., cut about the head and given attention by soldiers and railroad men.

The wrecked cars were jammed against the side of the cut, making difficult the work of taking out the dead and injured. The first two cars and the last three remained on the rails, but the sleeping car next to those wrecked jumped the track and its passengers were shaken up.

Several soldiers who were in the smoking car rendered first aid to the injured and assisted in the rescue work until arrival of relief trains from this city and Lancaster.

Railroad officials who went to the wreck reported the cars as badly broken and that it would be hours before the wreckage could be cleared away. The wrecked cars carried a total of 46 passengers.

E. E. Edwards of Harrisburg, conductor of the train, suffered fractures of both legs and internal injuries and is in a serious condition. None of the passengers was able to tell any connected story of the accident except that there was a terrific crash and the cars toppled over. Sergeant Ralph Knoe, 45th Infantry, who was with the soldiers, said the shock threw men in the first cars out of their seats. The work of the soldiers was highly praised by the passengers.

The passengers that escaped injury were sent west on trains made up here.

Railroad officials say that steel cars prevented heavy loss of life. It is estimated that one of the rocks weighed at least 20 tons and it will have to be dynamited to remove it from the rails. Two sleeping cars were thrown across four tracks and if they had been of the old wooden type they would have been broken to pieces.

General Superintendent R. V. Massey, who had passed through the cut going east a short time before the wreck, was informed of the wreck in Lancaster and immediately went to the scene on an engine. He directed the rescue work and track clearing.

Practically all of the injured who required hospital attention were in the wrecked sleeping cars.

One of the victims was identified this morning as Miss Palmer of Morgantown, W. V., whose father, Charles Palmer, is one of the injured list and in the Harrisburg hospital.

The railroad company announced that in addition to those already given the following named had been injured:

E. H. Rowley, Pittsburgh, hand injured; F. R. Forker, Oil City, Pa., hand and foot hurt; H. M. Wilson, Pittsburgh, bruised; A. Kaplan, New York; A. Richardson, Pullman, porter, New York; J. R. Kemp, porter, New York; and Mrs. Mary Pikulsky, Harmonie, Pa., minor injuries.

USE DUTCH SHIPS TO CARRY FOODS

Washington, March 15.—The million tons of Dutch shipping about to be taken over by the United States and Great Britain by requisition if Holland voluntarily does not agree to turn them over, will be used chiefly, officials say today, for the transportation of foodstuffs. Their use is expected to go far toward removing the danger of serious food shortages in the Allied countries.

The ships will be pooled by the Allied governments in the common cause. The Dutch crews are expected to remain with them.

London, March 15.—The notice served on Holland by Great Britain and the United States regarding the taking over of Dutch ships in Allied ports has thrown the German press into a towering rage, the Copenhagen correspondent of the Exchange Telegraph Co. cables. The newspapers demand that Germany take the most drastic counter measures if Holland gives way to the Allies.

NEWSPAPERS A WAR NEED.

Syracuse, N. Y., March 15.—Publication of a newspaper is an industry necessary to the successful prosecution of the war, according to a decision handed down by District Judge Board 3, William Nottingham, chairman.

This decision was made in the case of a Syracuse newspaper man and he was placed in Class 2, "as a necessary employee or assistant in a necessary industrial enterprise."

1000 RECRUITS A DAY ARRIVE AT CAMP KELLY

Fill Gaps Caused By Men Who Qualify for Aviation Service

MEN OF ALL TRADES RECEIVED AT CAMP

Organized In Squadrons to Rush Overseas Training Preparation

San Antonio, Texas, March 15.—Aviation recruits have been arriving at the Camp Kelly aviation field lately at the rate of 1,000 a day to fill the places of men who already have qualified for the flying and mechanical needs of the aviation service and been advanced further toward the front. As fast as the men arrive they are organized into squadrons and their preparation for overseas service is rushed rapidly.

The recruits come from widely separated places, but most of them are from Columbus barracks, Columbus, Ohio; Jefferson barracks, St. Louis, Mo.; Fort Slocum, New York; Jackson barracks, New Orleans, and Fort Logan, near Denver, Col.

Men of all trades are received at the camp and fitted the right man in the right place is one of the big problems officials have to face. In this section of the signal corps, men of many trades are used in training activities and in keeping the flying machines in tip-top condition. Among them are the following:

Automobile repairers, armorers, barbers, blacksmiths, bricklayers, buglers, boat builders, cabinet makers, canvas workers, carpenters, chauffeurs, clerks, cooks, copper-smiths, cordage workers, draftsmen, drill sergeants, electricians, engine apprentices, engine testers, engine repair men, first sergeants, instrument repair men, lithographers, mechanicals for airplanes, mess sergeants, metal workers, magnet repair men, motor cycle riders, motor truck repair men, moulder, packers, stockmen, painters, pattern makers, photographers, plumbers, propeller makers, propeller testers, radio operators, tent riggers, saddlers, sail makers, sergeant majors, stenographers, supply sergeants, tool makers, truck-masters, vulcanizers, acetylene welders and skilled and unskilled laborers.

One man who arrived here recently gave his trade as a "butter cutter" and said he was one of the best butter cutters that ever cut butter.

Another gave his trade as a "hamboner." He said he was not much on a trombone, but he "could make 'em sit up and take notice with a hambone." A "hamboner," it proved was a graduate at packing houses who was expert in the use of a cleaver.

Another recruit said his business was that of a cocoanut cracker. His business had been to drive a sharp instrument into the eye of a cocoanut and pour out the milk, after which he would crack the nut and remove the meat. Still another gave his occupation as a "whistle blower."

He came from the lumber district of the northwest where he gave the signals for releasing logs in the stream.

Camp Kelly is facing a shortage of tent material and as a result many men are not being sent direct to the camp upon their arrival but are housed here until room is made for them. To take care of all recruits, it would be necessary to house nine men in a tent. The surgeon general would not permit more than five men to be assigned to one tent.

Aviation instruction is probably the most important instruction given to recruits in any branch of service training in Texas. Now mechanics arrive at the various camps almost weekly. It is said a good supply of Liberty motors is being sent to Texas.

LIQUOR BILL CUT TO ONE THIRD OF FORMER FIGURES

London, March 13.—Consumption of intoxicating liquors in Great Britain, owing to the reduction instituted by the government, now is only one-third of what it was four years ago. Premier Lloyd-George declared in an address to the Free Churchmen at the City Temple today when he challenged about the drink traffic. No spirits were made, he said.

The premier reiterated that if it came to a question of choosing between bread and beer, the government would not hesitate a moment. "The present," he said, "is an hour of grave national emergency, the appeal of war is greater than patriotism because it is an appeal for help against the forces of brutality and a cry of conscience against the greed and lust of one power. The function of the churches is to keep the nation up to the level of its high purpose when entering the war. No nation has ever entered war with a more holy purpose. The churches must keep the war to the end a holy war; anything else would disgrace the memory of the heroic dead."

Instead of having hunger at one end and surfeit at the other, said the premier, there is a fair distribution among all classes and ranks. He added: "Show me any way by which we can make peace without betraying the great and sacred trust for which we entered the war I will listen gladly, gratefully, and thank God for the light given me. Short of that, more peace talk is undermining the fibre and morale of the nation."

RAISE WAGE 10 PER CENT.

Plainfield, March 15.—A wage increase of 10 per cent. was announced in most of the woolen mills in northeastern Connecticut today. It will be effective on March 25.

NIK LENINE HAS FIRM GRASP

400 Delegates Rush to Take Seats in New Russ Capital.

TROTSKY STAYS AS COMMISSION HEAD

Ancient Kremlin Buildings Seized to Accommodate Members.

Moscow, Tuesday, March 12.—Moscow again has become the official capital of Russia.

It was Peter the Great who moved the seat of government from Moscow to Petrograd, his name city, which he founded, and after 200 years the government has been transferred by its present head, Nikolai Lenine, back to the historic capital in the heart of Russia.

Lenine and virtually all the government commissioners except Leon Trotsky arrived here tonight and officially opened the various ministries today, preparatory to the session of the all-Russian congress on March 14. Many of the buildings in the ancient Kremlin, the leading hotels and other buildings were requisitioned to accommodate the government officials. The subordinate employees have been in process of transfer for weeks, as have the government archives, but today the first anniversary of the Russian revolution, marks the actual transfer of the new government, and is celebrated as a national holiday.

Some of the bureaus and many of the archives have been placed at Nij-Novgorod, but most of the ministries are in Moscow, where they will remain indefinitely, unless the German invasion should render a further retreat necessary. Trotsky remained at the head of the council of commissioners for the Petrograd commune, which has organized its own ministries of the army, navy, finance and supplies.

The delegates to the congress are arriving by every train. Of the 1,000 expected, 400 now are here. The indications are that Lenine retains a firm grasp on the situation and that the congress will vote to ratify the peace. The members of all parties and factions, however, are asserting that the peace necessarily will be only temporary, affording an opportunity for the demobilizing of the old army and the forming of a new Socialist army.

BOMBING AIRMAN MEETS DRAMATIC DEATH BY FIRE

Paris, March 15.—Captain Schoeber, of Munich, who was aboard the bombing Gotha brought down at Essones, in the department of Seine-et-Oise, Monday night, met a dramatic end. His two companions were burned to death, the captain managed to extricate himself from the blazing machine and to run away from it. A French soldier saw him and rolled him on the ground to extinguish his burning clothing.

Gen. D., commanding the lines of communication, was passing in an automobile and took the captain to a hospital where he was found to be beyond hope. Although suffering severely from burns on all parts of his body, Capt. Schoeber showed extraordinary self-control in answering questions.

"You had a mission to perform. Had you accomplished it or were you about to do so?" asked the general.

"I already had accomplished it, General," he replied.

"You went to Paris?"

"Yes, General."

"But wretch! You have killed women and children," cried the general.

"I had my orders," was the reply.

M'ADOO READY TO MEET OBJECTIONS TO INSURANCE

Attempts by private insurance interests to discredit the generous federal insurance for soldiers and sailors may result in the rapid development and extension of all forms of government insurance. In terse letter to the president of a big life insurance company, who had written a disparaging article for a New York newspaper on the government's insurance at cost for the nation's fighting forces, Secretary of the Treasury McAdoo promptly throws down this challenge:

"If a propaganda against the War Risk Bureau is beginning, I shall be very happy to meet it. Such a propaganda may produce many beneficial effects in widening the field of the War Risk Insurance Bureau's activities."

If there were a McAdoo in official position in every state where costly private insurance is blocking the way toward a state fund for workmen's insurance, it is being suggested, similar "beneficial effects" for injured workers and their families would be hastened.

The Rumanian oil fields are to be ceded to Hungary.

STAYED BEHIND GERMAN TRENCH FOR FIVE WEEKS

Most Remarkable Story of the War Told By Private Joe Taylor.

THIGH SHATTERED BY A HUN BULLET

Lies in Shell Hole and Crawls Over German Trench to His Own Lines.

London, March 14.—What is regarded as one of the most astounding stories of the war is told by Private J. Taylor, of the London regiment, who has received a Distinguished Conduct medal. Private Taylor's own story, as told in the London Express is as follows:

"It was during one of the attacks on part of the Hindenburg line on June 16 last year. We had gone over the top two companies together, following up a successful attack made in the same direction on the previous day. This time we were met by a terrific enemy fire, and our fellows were dropping like ninespins. I was a stretcher-bearer and I was trying to patch up one of our men who was down, when I was knocked out myself by the bullet which fractured my thigh."

"After that I remembered nothing for some hours. It may have been a day or it may have been two when I recovered consciousness, with a parching thirst and a great sense of weariness and pain."

"I discovered afterward that we must have passed beyond our objective, and we were therefore behind the enemy's trench and support trench at this point. His front trench had been taken on the previous day, and these he now occupied were not backed up by others, but had open country behind them. I did not know at the time, however, that I was behind the enemy's line, and I managed to crawl into a large shell hole near at hand, and lay there another day and night."

"Then a comrade, a man named Peters, joined me. He also had been wounded, but could move rather more freely. He had found shelter in another hole nearby."

"We could tell the position of our own trenches fairly accurately by watching the fire of the trench mortars, which seemed about 1000 yards away. I was in too much pain and too weak to move. We lay together all day in the hole, expecting every minute almost to be hit, and at night Peters crept out and foraged among the dead for scraps of bully beef and 'iron rations' and water from their bottles. After a few days, mercifully it began to rain, and by spreading our capes and a sheet we collected drops of muddy water, which just kept us alive."

"This sort of existence lasted for about five weeks. Then one night Peters went out and did not return. I have learned since that he was taken prisoner."

"It was the following night that the Germans, evidently rendered suspicious by the capture of Peters, came out—three of them—to the hole where I was lying. I lay perfectly still. One of them lifted my leg, luckily not the one that was broken, or I should probably have cried out. They seemed satisfied and went away."

"I was now left without help in getting food or drink. During the next fortnight I eked out the small remains of bully beef; then for two days I had nothing. It was then, feeling that nothing worse could happen to me, that I resolved to try to crawl toward our own lines."

"It was an inky black night when I started. I had gone some distance when unexpectedly I came on the German trench. I could have put my hand out and touched the men. The trench—a deep, narrow one—was lightly held, and it would have been impossible for me, with my broken leg, to have climbed out of it again, even had I not been seen and seized. I managed to crawl a little distance along to a quiet point, and then, summoning up all the strength I could, flung myself across. The Boches neither saw nor heard."

"The next thing I knew I was in their wire, and how I scrambled through it I know. I was a mass of cuts and blood and rags when it was over. I crawled on across No Man's Land, and presently was against more wire. It did not occur to me at the time that it was British wire, and I was dead beat. Just then a very light shot up beside me, and in its flash I saw an unmistakable British face the other side of the wire. I shouted, 'Don't shoot; I'm a Tommy.' A sergeant called out to know who I was; then three of them lifted me over the wire."

"I must have been a sight; no clothes, starved almost to the bone, bleeding, filthy, and the men were amazed to see me at all. They were an advanced machine gun post, and had been watching me crawling toward them, ready to pick me off at the right moment."

Private Taylor is a single man, about 25, and before the war worked in a factory in London. He was seven times rejected for the army owing to the fact that he is blind in the right eye, but as he was otherwise fit he succeeded at last in evading the sight test by a feat of memory and has developed almost into a marksman, firing from the left shoulder. Although he is still obliged to use crutches he expects to recover the use of both limbs.

RUMANIANS LEAVE AUSTRO-HUNGARY

London, March 15.—An official statement from the Austro-Hungarian army, received here, says:

"The last narrow stretch of Austro-Hungarian territory occupied by the Rumanians has been evacuated. The eastern boundary of the monarchy, after 2 1/2 years of the heaviest war burdens, again is completely free."

"Italian positions on Monte Pasubio were blown up yesterday with devastating effect over a considerable area. Our detachments occupied the ruins."

The War department authorized the establishment of an army aviation school at Charleston, S. C.

MUST PREVENT GERMANY FROM TAKING SIBERIA

London, March 15.—Debate on the question of Japanese intervention in Siberia in the house of commons yesterday brought from Foreign Secretary Balfour the declaration that German penetration in Russia must be combatted.

The Allies point of view was that they should help Russia in protecting herself against Germany. Although he did not think Germany would send an army to Vladivostok, he said he had absolute faith in Japan's loyalty in carrying out any decision reached by the Allies. Discussing the situation in Russia, Mr. Balfour said:

"If Russia had not been at war it would have taken many years to complete the beneficent course of the revolution. When autocracy fell almost without a blow, Russia immediately fell into chaos. It is untrue to say the same thing happened in the French revolution, for there the effect was not the disintegration, but the integration of France. Precisely the opposite happened in Russia. The revolution came and all the old divisions between regions and creeds became marked and prominent."

"It must inevitably take time before we will see the end of that process and to know clearly how much of old Russia, if any, ought to cease to form a part of new Russia, and how new Russia will be constituted. It is a very difficult process in time of peace and prosperity, but how can you carry it on in time of war with a remorseless, persevering and quite unscrupulous enemy at the gate."

"There will be classes, some from patriotic, others from selfish motives, ready to welcome anything promising a semblance of stability and order in the government. When that time comes I can imagine Germany trying to re-establish possibly the old form of autocratic government. We should then have Russia smorn of some of its fairest provinces and with a kind of autocracy far worse than the old autocracy, because it would lean upon a foreign power for continued existence. If that came, pass all our dreams of Russian development and Russian liberty would be gone and Russia would become a mere outpost of the Central powers."

"This is the real difficulty of dealing with the problems raised in this debate. Mr. Lees-Smith's speech is a presentation of what he conceives to be the governments' policy with regard to Japan and Siberia. It is entirely oblivious of the facts I have just brought before the house and is based on a profound understanding of what any human being had ever thought, contrived or desired with regard to Allied intervention, Japanese or otherwise, in Russian affairs."

H. B. Lees-Smith, a Liberal, in questioning Mr. Balfour as to the British attitude, had declared that if Japan entered Russian territory and occupied it at the mandate of the alliance, it followed with almost absolute certainty that this territory would not be returned.

"I cannot let this debate end," said Mr. Balfour in conclusion, "without repudiating to the full Mr. Lees-Smith's suggestion that Japan would be moved by selfish and dishonorable motives in any course which may be discussed in Japan, either among her statesmen or with the Allies. "Japan behaved with perfect loyalty and if she gives promises with regard to Russian integrity or on any question connected with Russia, she would keep them as she has kept all promises she has made in connection with this war in any great public transactions with the United States and the Allies. I draw no distinction in this matter between Japan and the Allies who make up the great body of the belligerents on the Entente side."

"The decisions the Allies may have to take will not be without difficulty, but the principle on which those decisions may be arrived at will be neither unfair nor hostile to Russia and the Russian revolution. Our object is to see Russia strong, intact, secure and free, and if these objects can be obtained, then and then only, will the Russian revolution bring forth all the fruits its best friends desire to see."

LOCAL AMBULANCE CORPS IN FRONT LINE TRENCHES

Following is a most interesting letter from Frank Hastings Crump, son of Mrs. Charles I. Crosby, of Beechwood avenue, who is now in France and right up in the trenches. Private Crump is with the 402nd Ambulance Corps and is in the thick of the fighting. He enlisted in the Corps last fall and has been on the other side for some months.

Am not allowed to send letters so I will write sort of a diary of the happenings of the last few days. After a two days' trip on the train, we stopped at a place where a very big battle was fought and that very night I slept in a dugout with a lot of French, and by the way the French are some people. They can't seem to do enough for us.

During the night a couple of nice big rats about as big as cats crossed my chest, and by the way, this dugout is used for a morgue during an attack. That is nothing, though, for I slept pretty sound. One call came in during the night and that was all.

The next morning I saw a fine air battle, about six Boches and a couple of French. A couple of sausage balloons were sent down by the Boche but the French ducked. The men in the ill-fated air crafts went safely to the ground in a parachute.

A French guide took me up to the firing lines and say, it is some feeling when the old Boche shells fall around you. A couple of very interesting things that I could pick up but am not allowed to touch anything.

Am going up again tonight and will tell you all about it. I have plenty to eat and am feeling fine.

The village I am in was brought to sand by the French machines when they retook the position and if Uncle Bud will send me the camera I will bring home some photos but be sure and tell him to send plenty of films as I cannot get any here.

Am allowed to take pictures. You would laugh to see the Boche ducks the anti-aircraft guns and then turn around and come right back. Some boys.

I have even dug graves as we have to keep ten graves open all the time. The American boys are up here in the trenches with the French.

The American Artillery is right in back of me on the hill and every now and then you hear Bang! Bang! and see a plume of smoke and a cloud of smoke and all the Frogs run for a dug-out. There is on here—(deleted).

Here I am in a dugout, just having finished supper. Saw a wonderful air battle this afternoon and the planes were right over my head.

When a Boche goes up the anti-aircraft guns fire a barrage around him but he is a pretty wise bird and usually gets away. They got one this afternoon. Air raids are a common thing and I can plainly see why and how this war has lasted so long. This dugout is 15 feet deep and was made by the Germans.

Tell everyone not to worry as I am O. K., and am going through this thing all right. Am going to bed very soon and here's hoping I don't get a call.

MOTORMEN BLAMED FOR THE ACCIDENT

Hartford, March 15.—Responsibility for the trolley collision on the New Haven-Wallingford line on the night of Feb. 24, in which 16 passengers were hurt, was placed on the motormen of the two cars in a finding by the public utility commission, made public today. After reciting the circumstances the commission says the primary cause of the collision was the failure of the motorman of the southbound car to stop in the turnout until the northbound car had entered it, and the secondary cause was the failure of the motorman of the northbound car to slow down as he approached the turnout.